

The China Mail.

Established February, 1845.

VOL XXXVIII. No. 5968.

號二月九年二十八百八千英

HONGKONG, SATURDAY, SEPTEMBER 2, 1882.

日十二月七七年

PRICE, \$26 PR ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ADAM, 11 & 12, Clerken's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOOTCH, Ludgate Circus, E.C. BATES HERD & CO., 57, Wallbrook, E.C. SAMUEL DEAN & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIN & PRINCE, 38, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORE, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HINZEN & CO., Manila.

CHINA.—MACE, MORAN & A. DE MELLO & CO., Shanghai. CAMPBELL & CO., Ningpo. WATSON, NICHOLAS & CO., Foochow. HIBBERD & CO., Ningpo. LANE, CRAWFORD & CO., Kelly & Walsh, Yokohama. LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars.
RESERVE FUND.....2,500,000 Dollars.

COURT OF DIRECTORS:

Chairman—H. L. DALBYNPLE, Esq.
Deputy Chairman—W. L. BUNNERS, Esq.
H. HOPKINS, Esq. M. E. SASOON, Esq.
Hon. R. B. JOHNSON, Esq. C. VINCENT SMITH,
A. P. MCEWAN, Esq. E. C. MOYER, Esq.
F. D. SASOON, Esq. W. S. YOUNG, Esq.

CHIEF MANAGER.

Hongkong.—THOMAS JACKSON, Esq.
Manager.

Shanghai.—EWEN CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.
On Current Deposit Account at the rate
of 2 per cent. per annum.

For Fixed Deposits:
For 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. "
" 12 " " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 10, 1882.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....21,500,000.

LONDON BANKERS.—
BANK OF ENGLAND.

UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DE-
POSITS.

At 3 months' notice 3% per annum.
" 6 " " 3 1/2 " "

" 12 " " 3 1/2 " "

Current Accounts kept on Terms which
may be agreed on application.

Hongkong, June 1, 1882.

Notices of Firms.

NOTICE.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

Owing to the illness of Mr. NEWTON
the MANAGER, Mr. W. S. BAMSLEY
has been appointed ACTING MANAGER until
further Notice.

P. BYRNE,
Chairman, Local Committee.

Hongkong, August 20, 1882.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement
of their Shares Constituted during the Half-
Year ended 30th June, 1882; on or before
30th September; on which date the Accounts
will be Closed.

By Order of the Board of Directors,
R. COOKE,
Acting Secretary.

Hongkong, August 28, 1882.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHAREHOLDERS are Requested to note
that on Surrender of their PRO-
VISIONAL CERTIFICATES FOR SHARES in this
Office, PERMANENT SCRIP will now be
issued in Exchange.

Hongkong, 14th July, 1882.

Intimations.

ANY Cast-off CLOTHING, Books,
Papers will be thankfully received
at the Sailor's Home, West Point.

Hongkong, July 25, 1882.

SAILOR'S HOME.

Intimations.

POSITIVE CURE FOR SEA-SICKNESS.

A CURE for the above AILMENT can be
had by applying to M. AXELROOD,
M.D., Surgeon of the S.S. City of Peking,
now lying in Hongkong Harbour.

N.B.—Commence treatment three days
before going on board.

Using this Article during my service in
the last Russ.-Turkish war I found, greatly
to my surprise and gratification, that I was
able to entirely prevent, or greatly to alle-
viate, the Ailment without one single failure.

M. AXELROOD, M.D.

Hongkong, September 1, 1882.

NOTICE.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

BY Order of the Board of Directors, the
SHAREHOLDERS in the above Com-
pany are hereby notified that under Section
20 of the Articles of Association, a further
call of THIRTY SHILLINGS per Share
has been made, and will be due on the 2nd
October.

Shareholders are therefore requested to
make the said Payment at 3/9 per Dollar
Exchange (\$7.95 per Share) to credit of the
Company's account with the HONGKONG AND
SHANGHAI BANK CORPORATION or
before the above-named date.

Call set by the 2nd October,
is by Section 22 of the Articles of Asso-
ciation liable to a Charge at the Rate of
10 per cent. per annum from the due date
until that of Payment.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, August 28, 1882.

scd

HONGKONG ST. ANDREW'S SOCIETY.

NOTICE is hereby given that the First
Ordinary General MEETING of the
HONGKONG ST. ANDREW'S SOCIETY
will be held in the CITY HALL on FRI-
DAY, the 8th September next, at 5.30.

A. D. MACTAVISH,
Hon. Secretary.

Hongkong, August 31, 1882.

scd

THE UNION INSURANCE SOCIETY
OF CANTON.

NOTICE is hereby given that an Extra-
ordinary General MEETING of the
UNION INSURANCE SOCIETY OF CAN-
TON will be held at the Company's OFFICE
Hongkong, on MONDAY, the 18th day of
September, 1882, at Three o'clock in the
Afternoon, when the subjoined Resolution
will be proposed.

RESOLUTION.

That this Company, now registered under
the Companies' Ordinance No. 1 of
1865 as an Unlimited Company, be
registered under the Companies' Ordi-
nance No. 1 of 1865 to 1881 as a
Company Limited by Shares.

By Order of the Board,

DOUGLAS JONES,
Acting Secretary.

Dated Hongkong, 28th day of August, 1882.

scd

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OKUMI, LIFE BUOYS,
CORK JACKETS,
&c., &c., &c.

Hongkong, May 1, 1882.

scd

TAKASIMA COLLIERY.

THE Undersigned has been appointed
AGENT for the SALE of the above
COALS at Hongkong, from and after this
date.

H. J. H. TRIPP,
Mitsubishi Mail S. S. Co.

Hongkong, April 26, 1882.

scd

NOTICE OF REMOVAL.

THE SHIPBUILDING YARD and the
Whole ENGINE DEPARTMENT of the
Undersigned will be REMOVED from No. 9, MIDDLE STREET, West Point,
Hongkong, to KWUNG CHUNG, opposite
Hongkong, close to the right side of the
GOVERNMENT COAL SHED, where ample ac-
commodation has been secured for Building or
Repairing Large Vessels.

Orders or Communications from Hon-
kong-side can be made either through MR.
TAM YIK KIU, Chinese Mail Office or KUN
CHUNG TAI, Bonham Strand.

TAM A-MOW,
Master of MOW KEE,
Ship-builder and Engine Manufacturer,
KWUN CHUNG opposite
Hongkong.

Hongkong, August 7, 1882.

scd

THE SULPHOLINE LOTION.—An Ex-
ternal Means of CURING SKIN
DISEASES. There is scarcely any erup-
tion but will yield to "Sulpholine" in a
few days, and commence to fade away, even
if it seems just cure. Ordinary pimples,
redness, blisters, scurf, roughness, varnish
as if by magic; whilst old, enduring skin
disorders, that have plagued the sufferer
for years, however deeply rooted they may be,
"Sulpholine" will successfully attack them.
It destroys the animalcules which
cause these, insightly, irritable, painful
affections, and always produces a clear,
healthy, natural condition of the skin.
"Sulpholine" Lotion is sold by most Che-
mists. Bottles, 2s. 9d.

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Master of MOW KEE,
Ship-builder and Engine Manufacturer,
KWUN CHUNG opposite
Hongkong.

Hongkong, August 7, 1882.

scd

NOTICE OF REMOVAL.

THE SHIPBUILDING YARD and the
Whole ENGINE DEPARTMENT of the

For Sale.

MacEwen, Frickel & Co.
No. 53, Queen's Road East,
(Opposite the COMMISARIAT),
ARE NOW LANDING, EX
A BRITISH BARQUE
"STILLWATER"

DEVÖE'S NONPARIEL
BRILLIANT
KEROSINE OIL,
150° test.

SPARTAN COOKING
STOVES.

FAIRBANKS SCALERS.
OAKUM.
TAR.
TURPENTINE.

EX "AMERICAN MAIL."

CALIFORNIA
RACKER
COMPANY'S BISCUITS. in 5 lb
tins, and 1 lb.
Alphabetical BIS-
CUITS.

Fancy SWEDISH
BISCUITS.

Ginger COOKIES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

COATMEAT.

CORNMEAL.

BITTER.

California CHEESE.

LODISH.

AMS. and BACON.

Bran Condensed MILK.

CH. and APPLE BUTTER.

Potted OX-TONGUES.

Family PIG-PORK in 5 lb cans.

Pottage MACKEREL in 5 lb cans.

Best Ideal SALMON in 6 lb cans.

Cutting's Dessert FRUITS in 2½ lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage

MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCEMEAT.

COMB HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted

MEATS.

Richardson & Robbin's Curried OYSTERS.

Lunch TONGUE.

Mother's Sugar LEMONADE.

Clam CHOWDER.

Smoked SALMON.

Great TURTLE in 2½ lb cans.

&c., &c., &c.

A LARGE ASSORTMENT OF STORES,

including:

TESSERAU'S DESSERT FRUITS.

ALMONDS and RAISINS.

PHONIC TONGUES.

COCAOTINA.

VAN HOUTEN'S COCOA.

LIEBIG'S & EHR'S COCOA.

FRENCH PLUMS.

PATE DE FOIE GRAS.

MINCEMEAT.

SAUSAGES.

BROWN.

ISIGNY BUTTER.

DANISH BUTTER.

BREAKFAST TONGUES.

ANCHOVIES.

ASPARAGUS.

SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES—

HEDDESON'S MONOPOLE & WHITE

SEAL.

VEUVE CLIQUOT PONSARDIN.

JULES MUMM & Co., pints & quarts.

CARETS—

CHATEAU MARGAUX.

CHATEAU LA ROSE, pints & quarts.

CHATEAU LAFITE.

1881 GRAVES.

BREAKFAST CLARET,

SHERRIES & PORT—

SACCOONE'S MANZANILLA & AMON-

TILLADO.

SACCOONE'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1 and 3-star HENNESSY'S BRANDY.

BISQUIT DUBOURG & Co.'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINAKAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

CHARTRUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BAKER'S and ORANGE

BITTERS.

&c., &c., &c.

SPECIALLY SELECTED

CIGARS.

fine New Season's CUMSHAW TEA, in

5 and 10 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb

SEASIDE LIBRARY, 15 to 25 cents.

FRANKLIN SQUARE LIBRARY, 15 to

25 cents.

MILNER'S PATENT FIRE-PROOF

SAFES, and CASH BOXES, at

Manufacturer's Prices.

Hongkong, June 1, 1882.

Mails.

Entertainment.

To-day's Advertisements.

NOTICE.

NOTICE.

NOW READY.

COMPAGNIE DES MESSEURIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ, ISMAILIA,

PORT SAID, SYRIA, PORTS,

NAPLES, MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO, PONDICHERRY, MADRAS, CALCUTTA

AND ALL INDIAN PORTS.

SIGNOR CHIARINI having made ar-

rangements with the Agents of the

S.S. *Clyde*, to sell for SACS, on SUN-

DAY, September 3rd, takes pleasure in an-

nouncing to the Public of Hongkong, that his

TWO LAST FAREWELL PERFORM-

ANCES will take place TO-DAY, the 2nd

of September, at 9 p.m., with a BRIL-

LIENT PROGRAMME.

REPORT OF THE TRIAL—REGINA (an

Opposite the COMMISSARIAT),

ARE NOW LANDING, EX

A BRITISH BARQUE

"STILLWATER"

DEVÖE'S NONPARIEL

BRILLIANT

KEROSINE OIL,

150° test.

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ALMONDS and RAISINS.

</div

THE DEW-POINT.
There is a time when Nature weeps
Amid her wounds and fears,
As through the night her watch she keeps,
And hides away her tears.

This point of time, al! well she knows,
Her gone she would retain,
In sheltering clouds or crystal drops,
To shield them back again.

There is a dew-point in the soul;
Many we love a myriad know,
Whom holy sorrow fills the heart,
And bids the eyes overflow!

And when our hearts begin to melt,
Beneath this welcome spring,
O may we watch, nor lose the fruits
These tears of heaven must bring!

ACROSS THE BAY IN A COLLIER.

(St. James's Gazette.)

We had groped down Channel in a watched cold fog, that let us see nothing but a blurred and lead-coloured circle of water around us, with a smooth swell lifting us helplessly. The only light was from the Downs to the Bill of Portland, the guillotines, and I began to have pocky thoughts of the little bird and its loneliness—the reflection that the little bird was making things very unpleasant for various small birds, not being of the kind that occur in sentimental moments. We had been very tidy when we left the dock; everything was plastered with grime, and you could not lay your hand anywhere without bringing away a black patch. But before we got to Ushant we were very smart indeed. The hose had been kept going, and the odour of varnish was apparent everywhere. The chief industry of the modious collier sailor consists in scraping paint off and laying paint on, so we were not on board one of my old 17th-century-powdered friends, or we should not have had to beat every yard of the way, and there would have been little time for practising the decorative arts. Our boat was a big brown iron box, capable of moving at eight knots when all was fair, and glistened with an excellent knock of the strong water over her self whenever opportunity offered. The ship had enough power to drive her, but nothing to do for emergencies—so that she was in all respects a full specimen of her inferior classes. There were seventeen of us aboard. The true sailor abhors bringing him into recognise the existence of an engine, and the stokehole and engine-room always at taut with the cabin and forecastle. Engineers are only gods above bows to the crew. Noises of odd language arise from the throbbing engines, and black figures crawl up at certain hours and discharge ashes through the scoop. But the sailor extends to these beings no title to existence. They are the browns of nautical life; they do useful work, but they must not be gazed upon by the proud mariner. My own companions were all god fellows. In command there was a fine Shetlander, with great limbs, and a singularly handsome face. He had a soft voice and an engaging manner; but he was a bit of a scamp. There was also a delightful Italian, who had served long in English ships, for he liked good pay and good food; but he never got over his contempt for everything British. Superstitious, acute, credulous, funny, he was like a child in many things. His profile was very unusual when we could smitch a half-mile in the night. We had also a jolly little Norwegian; he helped dreadfully when he had to haul on a rope, but that was only fair; he was active as a cat, and his merry smile was never off his face. The rest of the crew were Englishmen, who had skipper was an aged child who had never seen the world, excepting in that one-sided way peculiar to sailors. A better seamanship he had never had. For fifty years he had worked continuously, and no man could tell him anything about the management of a ship. But he had never overcome his first attachment to finding himself in a steamer. In the old days he went through the orthodox course. He dropped down the Tyne and made his way south with the broad fleet. Then he discharged in the Pool, and returned racing light with his squat barge. Year after year he had coasted until the time came for him to take longer trips. Then he had knocked about all over the world with a smart barge, until he succumbed to the abandonment of all mariners think steam an abomination until they get command of a steamer, and then, of course, they are contemptuous enough in their comments on "wind-jammers." It was very pleasant when we got away on the long roll of the Western sea. To suppose that a steamer is noisy is a mistake. In a couple of days the roar of the propellers affects you no more than your own pulse, and the deep, wide repose of the sea comes upon you. Work went on during the day. My shipmates performed feats with scrapes and brushes, and I was told off to "chip" a vast expanse of rust and hardened paint. There is no violence about the daily labour if the man who knows his business. With a driving bally things are sufficiently bad; but with a quick, active man, who economises words, the time passes very pleasantly in fine weather. The nights are singularly impressive. The ship takes her vast rolling flights over the long seas, and you hear, the huge wash of the waves at the plunges. If you are on the high bridge when she is rolling, you describe great arcs through the air, and you come near the dark swirl of the sea with a pleasant nearness. The ships start up and glide like ghosts; the low wind makes harsh melody in the rigging, and you move through the still, strange country. When the sky hangs low you feel what Mahomed meant when he talked of the "mischiefs of the Night when it cometh on." But when you have got over the first tremor caused by the dropping shadows, the dark becomes wondrous and almost comforting. Presently we get Finisterre weather. A tremendous gale came away, and, for three mortal days and nights we had to fight through a head sea and against a head wind. Then our craft showed her noble properties. She made about three knots an hour, and this with an amount of swagger and noise that was singularly impressive. When we blundered into a space where a strong cross-swell ran she rolled her hull under, when we met each third big wave of a fair head sea and struck at it wildly, and sent huge masses of water careering and swirling aft. We could not work, so we made the best we could of the time. The rain came in sharp plumps that flogged our oilskins with the sound of whips, and cut viciously at our faces. But there was always the fun of watching a woeful fireman getting caught under the green water when he came to empty his ashes; and there was always the comfort of watching the desolate-looking sailing ships, scurrying like frightened birds amid the roaring war of the dark waves. On the whole it was enjoyable. When the second dog-watch came, a few of us gathered (after six o'clock) in the warm lamp-lit berth where the Italian and our amiable carpenter slept. There we smoked and laughed, while the thunder of water roared over our heads and the sheets of flashing spray fell with a sudden pound on the deck. Then there was the

fun of dodging aft when the bells went. You might be taken overboard, but there was very little fear. The gale broke, and a joyous morning came over the Spanish Main. The sun rose like diamonds, and the beautiful little framing schemes dashed over the glad green water with an affable suggestion of swift and secret beauty. The strange fishing-boats, with their long line of the felucca rig, fitted around like white birds, and a great four-masted ship swept by like a stately swan. The heart must worship on mornings like this, when you cannot speak for delight. I handled my chisel and clipping hammer with a merry feeling; and when we had to put the trials on her, I felt excited beyond myself as I looked over the immeasurable stretch of bounding waves streaked with wreaths of foam. People say the sailors do not understand scenery. They do not talk about it, but they feel a good deal, and show their feeling unconsciously. On the whole, life before the mast is jolly enough in a well-built and well-commanded collier, let her go as slow and easy as dirty a sea-boats. As soon as a builder has been hung, with a ship-owner to keep him company—the one for turning out bad work, and the other for buying the bad work cheap—there will be no more iron costles, and the decent, kindly race of men men will have an enviable life.

THE CAMPAIGN IN EGYPT.

(Daily Telegraph, July 26.)

Practically, the line running from Port Said by way of Ismailia to Suez, which marks the course of the Canal, and constitutes for us the most important feature in the whole country, lies outside, though at one point it touches the extreme edge of the Delta. The Great River, however, to a large extent determines the value for us of the Canal; since, except with great difficulty and inconvenience, ships passing through it, as well as all the population along its banks, which is necessary to maintain commerce and facility of transit, depend on the supply of drinking water upon the "Fresh-water Canal, which draws off from the Nile near Cairo, and running down to Ismailia, follows thence nearly the same course as the Salt Canal to Suez.

Our interests in Egypt, and therefore our military duties and necessities, turn almost wholly upon the defence of these two lines of water, and from the arrangements into which we appear to have entered it would seem that at least a portion of the military forces destined for Egypt will be required to guard the Canal itself.

As often happens, we have found that, although we are most anxious merely to defend that which we already enjoy, we are obliged to strike aggressive blows, and that we have become engaged in a virtual attack upon Egyptian territory at quite the other side of the Delta, near its extreme westerly point of Alexandria. Here too, the possession of the place, or at least its preservation from the horrors of water-famine and consequent epidemics, depends on the water which is supplied from the Nile. The Maimoudieh Canal, which is drawn from the Nile nearly opposite Fouah, yields at Alexandria the only fresh water which is available in large quantity. Since the supply from this source has been in the hands of a regular water company the old wells of Alexandria have been much neglected, and at the best the water that is to be obtained from them is brackish in quality. For our crops and for the fleet, no doubt, a sufficient supply may be obtained by canals, but it would be impossible to leave the population of a great city without water. It is in every way important to us to encourage the people to return to their old methods of irrigation, to settle them, and to meet the fanaticism which Arabi has developed by false statements, through cover and bring independently as skirmishes instead of by platoon. Under similar circumstances, half the force of Boers would certainly have accounted for a considerable number of the enemy. It is to be expected, of course, that the wonderful skill of those merrymarksmen will ever be equalled by the British soldier.

Still, necessary as it is to us to master the river, in order that we may be able to use it as an obedient servant, we shall have to fight with the river itself, under the direction of its present masters. Already it appears that Arabi is flooding the country along the front of his present position. Throughout almost any line of advance we can take—and they are numerous—we shall be exposed to the same difficulty. The water does not rise very high over the fields when the irrigating canals are closed so as to regulate the supply, but it rises high enough to cover all the country into a slippery, loose mud, presenting the greatest difficulties to movement, especially that of artillery. Interested as the whole country is by canals, which are designed to convey the fertilising waters and mud of the Nile to the fields of Egypt, the power against us which Arabi thus possesses is very considerable. He will be able to retard our marches, to force us to adopt particular lines of advance, at times to oblige us to move on a narrow front, whence only a very small number can bring their weapons into play, whilst his own troops, disposed in line before them, are able to concentrate a much more considerable fire upon the slippery passes. The Nile has already commenced its rise. At Cairo it rushes through a narrow pass, until, some fifteen miles north of the city, it splits into two great arms, one of which flows out at Damietta towards the eastern bank of the Delta, the other towards Rosetta, at its western end. All the country between these branches and the cultivated land on the outer banks of the two arms towards the deltaic mud is broken into basins, so arranged as to permit the fertile mud brought down by the Nile to be distributed over them gradually and successively. During the months of the inundation, which continues from June till October, there are many villages which can only communicate with one another by boats, and others which can only be reached by the embankments.

As great portions of the whole system are completely under control, so that the water can be directed almost at pleasure into different channels, it will be seen what difficulties a skilled defender of such a country can impose on an invader. Everything indicates that Arabi is fully alive to his advantages, and fully aware that he can cut off the water we need and utilise his supply against us. His position in this respect is much better than that of any former defender of Egypt, precisely because since the last hostile army—which was an English one—entered Egypt in 1807, the system of canals and the general civilization of the country has been so greatly improved.

What force of troops Arabi may be able to collect is most uncertain, and their value in the field cannot well be guessed. The greatest difficulties which our troops will have to encounter will no doubt arise from the impediments to their march which will be presented by the nature of the country. In addition we may have to meet the fanaticism of a population which has been provoked against us. His position in this respect is much better than that of any former defender of Egypt, precisely because since the last hostile army—which was an English one—entered Egypt in 1807, the system of canals and the general civilization of the country has been so greatly improved.

The relations between Arabi and the Bedouin appear, at present, to be uncertain. There have been rumours of their opposing him from loyalty to the Khedive, and again, subsequent rumours of Arabi having won them over. Whatever may be the case at present, unless history belies itself, we have every reason to expect that, as soon as a hostile army sets foot on the shores of Egypt, Bedouin and Egyptian regulars will cordially unite against us. For it is well to remember the glorious as are the trials of the English army with regard to Egypt, we have there also met with some of our most terrible disasters. Though in 1801–1802, the expedition under Sir Ralph Abercrombie turned the French out of Egypt, and the Indian expedition, under Sir David Baird, made a most successful march, first across the desert of Thebes and down the Nile through Upper Egypt, and then to the sea at Alexandria, again marching back across the desert of Suez; yet, in 1807, we were obliged to retire with very severe loss from an attempt to take Rosetta. Nearly 800 men, who had expended all their ammunition, were obliged to lay down their arms, and were marched into Cairo through roads lined with the heads of the Englishmen who had fallen. In that case, had calculated on the support of the Melielle Boys who deserted us, and with the wanton error of despising our enemies, we had landed in the country with only 5,000 men.

We have, however, no reason to doubt the issue under such a commander as Sir Garnet Wolseley has already shown himself to be. He has heretofore conducted to a successful issue three expeditions, those against the Red River rebels, against King Cole, and against Nukuni. Each requiring special qualities in the commander, and he succeeded brilliantly in all them. No doubt the present undertaking is on a larger scale than any of these, but we are not repeating the mistake of sending in inadequate force, and there is nothing more difficult than the problem which needs more than twice the energies and development of the best qualities of a commander and of soldiers. Still, we are engaged in a service of great importance, and he will succeed brilliantly in all of them.

Report issued in October, above 1st interior Bonus and Dividend for 1881.—**To 30th April, 1882**—For year 1880.—For year 1880.—For year ended 30th June, 1882.

SHARE LIST.—QUOTATIONS.

SEPT. 2, 1882.

Stocks.	No. of Shares.	Value.	Paid up.	Receipts.	Working Account.	Last Div.	Closing Quotations.	Dividends.	Interest.
BANKS.									
H.K. and Shensi Bank.	40,000	\$ 125	\$ 12	\$ 2,350,000	\$ 61,900.03	30/	120	—\$2821	[p. sh.]
INDUSTRIAL.									
Nth. China Ins.	1,000	TL 2,000	TL 600	TL 252,600	TL 1,663,796.00	75	TL 125	"	
Yangtze Ins.	1,200	TL 350	TL 33	TL 500,428	TL 18,447.56	18%	TL 80	"	
Union Ins. Soc.	2,500	\$ 3	\$ 50	\$ 331,597.8	\$ 437,683.58	\$126.00	\$1600	"	
China Trade Co. Insurance.	600	\$ 1000	\$ 60	\$ 500,000	\$ 100,392.00	22%	\$1500	"	
Cotton Ins. Office	10,000	\$ 250	\$ 5	"	"	"	\$80	"	
Chinese Co.	1,500	\$ 1,000	\$ 20	\$ 100,378.8	\$ 677.42	32%	\$250	"	
H.K. Fire Ins.	2,000	\$ 1,000	\$ 10	\$ 223,842.3	\$ 263,403.72	75	\$1025	"	
China Fire Ins.	4,000	\$ 500	\$ 10	\$ 493,632.3	\$ 144,533.91	18%	\$3221	"	
STEAMERS.									
H.K. C. and M. Steamship.	8,000	\$ 100	\$ 75	\$ 135,000	\$ 18,908.06	5%	\$104	"	
AGRICULTURAL.									
H.K. and China Dock.	10,000	\$ 125	\$ 12	\$ 3147,503.8	\$ 3,180.53	4%	*48% prem. ex div.—\$105	"	
H.K. and China Gas Co.	5,000	£ 10	£ 10	"	7,489	"			
Hong Kong Hotel.	2,000	TL 100	TL 10	"	"	"			
China Sugar Co.	6,000	TL 100	TL 10	"	5,324.71	\$10	\$1190	"	
Hong Kong Ice Co.	1,250	TL 100	TL 10	\$ 6,250	\$ 1,880.51	\$10	\$145	"	
Hong Kong Bakery.	600	TL 50	TL 5	"	150.31	\$60	\$60	"	
Luzon Sugar Co.	7,000	TL 100	TL 10	"	"	"	\$129	"	
RATES OF INTEREST.									
Chi. Imp., 1874	6,270	£ 2	100	all	8%	June 30 Dec 31			
" " 1877	16,940	£ 2	100	all	8%	Feb. 28 Apr. 31			
" " 1881	3,891	TL 500	500	all	8%	April & Oct.			
Sugar (Duties), 1880.	600	TL 500	500	all	8%	Jnc 16 & Dec 10			
POST OFFICE NOTICE.									
Unclaimed Correspondence.									
September 1st, 1882.									
Adamson, Z. V.									
Alef, Peter									
Anderson, S.									
Anthony, Mrs A. 1									
Balton, Antonio 1									
Banks, Jones, Robt. 1									